

When we add that up, that is 150 to 160 percent. The President cannot have it both ways. If he is serious about saving social security and Medicare, he cannot have all of these new spending programs that will eliminate all surpluses that will allow us to fix social security and Medicare.

APPOINTMENT OF MEMBER TO JOINT ECONOMIC COMMITTEE

The SPEAKER pro tempore (Mrs. EMERSON). Without objection, and pursuant to the provisions of 15 U.S.C. 1024(a), the Chair announces the Speaker's appointment of the following Member of the House to the Joint Economic Committee:

Mr. SAXTON of New Jersey.
There was no objection.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore. Pursuant to the provisions of clause 8 of rule XX, the Chair announces that she will postpone further proceedings today on the motion to suspend the rules on which a recorded vote or the yeas and nays are ordered, or on which the vote is objected to under clause 6 of rule XX.

Such rollcall vote, if postponed, will be taken later in the day.

EXTENDING THE AVIATION WAR RISK INSURANCE PROGRAM

Mr. SHUSTER. Madam Speaker, I move to suspend the rules and pass the bill (H.R. 98) to amend chapter 443 of title 49, United States Code, to extend the aviation war risk insurance program, as amended.

The Clerk read as follows:

H.R. 98

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. EXTENSION OF INSURANCE PROGRAM.

Section 44310 of title 49, United States Code, is amended by striking "March 31, 1999" and inserting "December 31, 2003".

SEC. 2. CENTENNIAL OF FLIGHT COMMISSION.

(a) MEMBERSHIP.—

(1) APPOINTMENT.—Section 4(a)(5) of the Centennial of Flight Commemoration Act (36 U.S.C. 143 note; 112 Stat. 3487) is amended by inserting "or his designee," after "prominence".

(2) STATUS.—Section 4 of such Act (112 Stat. 3487) is amended by adding at the end the following:

"(g) STATUS.—The members of the Commission described in paragraphs (1), (3), (4), and (5) of subsection (a) shall not be considered to be officers or employees of the United States."

(b) DUTIES.—Section 5(a)(7) of such Act (112 Stat. 3488) is amended to read as follows:

"(7) as a nonprimary purpose, publish popular and scholarly works related to the history of aviation or the anniversary of the centennial of powered flight."

(c) CONFLICTS OF INTEREST.—Section 6 of such Act (112 Stat. 3488-3489) is amended by adding at the end the following:

"(e) CONFLICTS OF INTEREST.—At its second business meeting, the Commission shall adopt a policy to protect against possible conflicts of interest involving its members and employees. The Commission shall consult with the Office of Government Ethics in the development of such a policy and shall recognize the status accorded its members under section 4(g)."

(d) EXECUTIVE DIRECTOR.—The first sentence of section 7(a) of such Act (112 Stat. 3489) is amended by striking the period at the end and inserting the following: "or represented on the First Flight Centennial Advisory Board under subparagraphs (A) through (E) of section 12(b)(1)."

(e) EXCLUSIVE RIGHT TO NAME, LOGOS, EMBLEMS, SEALS, AND MARKS.—

(1) USE OF FUNDS.—Section 9(d) of such Act (112 Stat. 3490) is amended by striking the period at the end and inserting the following: "except that the Commission may transfer any portion of such funds that is in excess of the funds necessary to carry out such duties to any Federal agency or the National Air and Space Museum of the Smithsonian Institution to be used for the sole purpose of commemorating the history of aviation or the centennial of powered flight."

(2) DUTIES TO BE CARRIED OUT BY ADMINISTRATOR OF NASA.—Section 9 of such Act (112 Stat. 3490) is amended by adding at the end the following:

"(f) DUTIES TO BE CARRIED OUT BY ADMINISTRATOR OF NASA.—The duties of the Commission under this section shall be carried out by the Administrator of the National Aeronautics and Space Administration, in consultation with the Commission."

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Pennsylvania (Mr. SHUSTER) and the gentleman from Illinois (Mr. LIPINSKI) each will control 20 minutes.

The Chair recognizes the gentleman from Pennsylvania (Mr. SHUSTER).

Mr. SHUSTER. Madam Speaker, I yield myself such time as I may consume.

Madam Speaker, in the last Congress the war risk insurance program was reauthorized only through March 31 of this year, so we must move quickly to reauthorize a program which has been operating successfully for over 47 years. This bill would reauthorize the war risk insurance program through December 31, 2003.

It is essential that we do this because commercial insurance companies usually will not insure flights into high-risk areas, such as countries at war or on the verge of war. In many cases, the flights into these dangerous situations are required to further United States' foreign policy or national security objectives.

Commercial airlines have been used in such operations as Desert Shield, Desert Storm, and other conflicts to ferry troops and equipment. Without this war risk program, the commercial airlines would not have flown these dangerous military flights.

In addition, the provision has been added that amends the Centennial of Flight Commemoration Act as passed

last year. This provision is a technical amendment that corrects deficiencies in the act. The provision cures minor technical deficiencies in the war risk insurance program. It is indeed a very important part of our military support system, and I strongly urge passage of this bill.

Madam Speaker, I reserve the balance of my time.

Mr. LIPINSKI. Madam Speaker, I yield myself such time as I may consume.

Madam Speaker, I rise today in support of H.R. 98, a bill to extend the Department of Transportation's aviation war risk insurance program. The war risk insurance program, which was created in 1951, has operated successfully to serve the foreign policy interests of the United States during the difficult times of war.

Commercial insurance companies usually will not insure commercial airline flights to high-risk areas, such as countries at war or on the verge of war. The aviation war risk insurance program provides insurance to commercial airlines for such high-risk flights, which are often needed for national security reasons.

For example, commercial air carriers have transported U.S. troops and supplies during the Vietnam War, the Persian Gulf War, and most recently, the deployment in Bosnia. In fact, since 1975, there have been over 5,000 flights covered by the war risk insurance program.

The bill we are considering today under suspension of the rules, H.R. 98, is a bill to extend the war risk insurance program for 5 years through the year 2003. This is truly a noncontroversial bill. Congress has routinely reauthorized the war risk insurance program in the past.

The Omnibus Appropriations Act for fiscal year 1999 includes a reauthorization of the war risk insurance program, and even modified the program to ensure prompt payment to the airlines in the event of a crash. Unfortunately, the omnibus bill only authorized the war risk insurance program through March 31, 1999.

I strongly urge my colleagues to support this noncontroversial bill to authorize the war risk insurance program through the year 2003. We cannot afford to let this program expire. The war risk insurance program has protected U.S. national security interests by addressing the high-risk insurance needs of commercial airlines.

Without the war risk insurance program in place, commercial airlines will not be able to get insurance for high-risk flights and would be reluctant to fly into high-risk areas, even though it would be in the interests of U.S. foreign policy and national security needs.

H.R. 98 has the bipartisan support of the Committee on Transportation and